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SUBJECT	Port Information: Constanta
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THIS IS UNEVALUATED INFORMATION

The Navy interviewing officer assigned an evaluation of "C-2" to the report and stated that, although source speaks clear and comprehensible English and received the interviewers with cordiality, he appeared to be vague, confused and limited in powers of observation. He further stated that the information was collected under adverse circumstances as the interview occurred shortly before the vessel was scheduled to get underway, source was preoccupied in determining the nature of and solution to a damaged rudder bearing and there were constant interruptions, all of which contribute to the vagueness of the report in some respects.

THE OFFICE OF NAVAL INTELLIGENCE FURNISHED THE FOLLOWING INFORMATION TO CIA FOR
IAC DISSEMINATION IN ACCORDANCE WITH PARAGRAPH 3 c OF NSCID #7 (DIO, 8ND No 10-
54).7

1. The information contained herein is based on personal observations of the source.
2. Chart Designations Coordinated with information reported herein, specific items are cited on overlay to HO Chart 4197 by the following alphabetical designators:

- A - Buoy
- B - Approach course line
- C - Boarding point
- D - Pilot disembarked vessel upon departure
- E - Anchorage
- F - Turning area
- G - Source's berth
- H - Soviet tanker
- I - Norwegian tanker
- J - Passenger vessel
- K - Naval small craft berthing

3. Conveyance Source visited subject port in a merchant vessel 436' 3" in length, 54' 9" in beam and drawing 26' 6".
4. Approach Vessel approached from seaward on a course of approximately 298° true. First control point was a buoy sighted at designator A. Vessel then proceeded toward the harbor breakwater on a course line designator B.

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5. Time Schedule Vessel arrived at pilot boarding point about 1200, 6 Nov 53, departed quarantine anchorage between 1600 - 1700, 6 Nov 53, reached petroleum berth at 1700. 6 Nov 53, inspection party boarded 2200, 6 Nov 53, inspection party secured and departed vessel 0100, 7 Nov 53, commenced loading 1200, 7 Nov 53, completed loading 0300, 9 Nov 53 and got underway after daybreak 9 Nov 53.
6. Pilotage Pilots are available and compulsory at all times for entering and clearing, but will not take vessels in at night.
7. Pilotboat Source's vessel was met by a pilotboat at designator C, which was described as about 40' in length, Diesel drive and of modern construction. The word "PILOT" was written in English on the forward bulkhead of the pilot house. In clearing port, pilot is dropped at designator D.
8. Pilot Pilot boarded vessel with a soldier who was armed with a pistol and guarded him while bringing the ship into port. There was an apparent lack of congeniality between these two individuals as witnessed by fact that when the pilot was offered cigarettes he asked the donor thereof to place them in his coat hanging on the bulkhead, so that the guard could not observe. Pilot spoke English as well as Rumanian, giving orders to the helm in English.
9. Quarantine Anchorage Pilot conducted vessel from boarding point to quarantine anchorage at designator B. At this point doctor and Customs agents cleared the ship to proceed to the petroleum basin.
10. Turning Area The turning area for inner harbor is located at designator F.
11. Tugs Vessel was assisted by a tug while entering port and shifting from anchorage to the petroleum basin. Source would not hazard a guess as to the power of the tug, but described her as modern, big and of metal construction. He stated tugs are used to assist all vessels.
12. Docking procedure Tug worked vessel into basin stern first. The vessel berthed at designator G, which is on the north side of the petroleum basin.
13. Inspection Party The inspection party boarded the vessel at berth with a force of about 20 persons who conducted a three-hour search of the vessel, with the crew mustered in the messing compartment. The inspection was considered a comprehensive one; cameras, optical equipment and radios were sealed; radar was disconnected and rendered inoperative. The outgoing inspection was of 1½ hours' duration and took place immediately prior to getting underway.
14. Surveillance While at berth, constant surveillance was placed on the vessel by two guards who were stationed alongside. Other soldiers were observed to be quite numerous all over the quay area.
15. Cargo Vessel called port and berthed at the petroleum basin for the purpose of lifting nine thousand long tons of gasoline, light gas-oil and kerosene.
16. Berthing Facility Details Berth was served by about five or six fuel lines located 2' to 3' inboard of the outer edge of the basin. The lines were about 6" in diameter running parallel to the basin and elevated about 7' off the deck. There were no sheds on the quay, and the only handling equipment observed was two fixed booms about three meters long, for the positioning of fuel lines at the seaward extremities of the quay. Arrangement of these features can be noted by the diagram which includes a sketch of the boom itself in the inset.
17. Merchant Shipping Present A Soviet tanker was observed at designator H. She was about 12 thousand gross tons, old, in bad repair, and coal burning. She was lifting a cargo of benzine and gasoline. A Norwegian tanker was berthed at designator I. She was about 14 thousand gross tons, though cargo operations, name or other details were not observed. A modern passenger vessel, about 300' in length and three thousand gross tons was berthed at designator J. Source

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could not be certain whether she was Bulgarian or Rumanian. The ship was apparently idle at present, no activity being noted in her connection.

18. Naval Shipping Present At designator K, four large naval patrol craft and a large tug were located. They were all painted blue and gray and berthed as indicated along the East Breakwater. Source could not identify them with anything found in ONI-F-3LR. He stated two of them were about 50' to 60' in length and had one funnel; one was about the same length but had two funnels close to the wheel house; the fourth was about 120' long and had three funnels. No other information was forthcoming.
19. Port Efficiency Source stated the delivering of cargo proceeded very slowly, taking about 39 hours to lift nine thousand tons of petroleum products. He further stated the Soviet tanker at designator H, described in paragraph 17 supra, was given preferential treatment, being completely loaded and underway in 24 hours.
20. Liberty Although the source of this report did not go ashore, one-third of the crew was allowed liberty each day. A liberty list had to be submitted the prior day and, pending approval, special passes were issued.
21. General Port Conditions From observations made from ship, the port appeared to be in a general state of retrograde and deterioration. No new construction or improvements were visible.

[Available on loan from the CIA Library is berth diagram referred to in paragraph 16 above, as well as overlay to HO Chart No 4197.]

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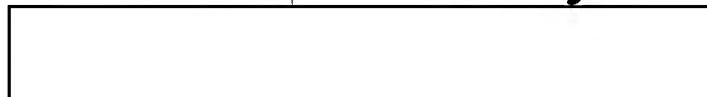
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